

# Shipping

## GERMAN SHIP LOSES BIG SUM IN CLOSING AN EARLY CHARTER

The owners of the German ship H. Hackfeld now at this port, and prepared to go to sea within the next twenty-four hours, stand to lose between seventeen and twenty thousand dollars on a charter to carry grain from Portland, Oregon, to the United Kingdom, mainly because the charter when rates were at lower ebb.

Rates have been going up in leaps and bounds. This morning it was pointed out that lumber rates from the Pacific coast to Sydney for instance were quoted at 300 shillings in 1909. Last March, rates stood at 51-3 shillings with the July quotation increased to 52-6 shillings.

Not a great while ago the grain rates from Portland to London stood at 28-9 shillings while the present quotation is placed at 41-3 shillings, showing a decided increase.

The H. Hackfeld arrived here from European ports on July 23rd. This vessel brought a large cargo including fertilizer, cement, and general merchandise.

The vessel has been fumigated and at present time a quantity of ballast is going into the ship prior to the departure for the Columbia river.

The "Naniwa" Sinks.

The cruiser Naniwa which was stranded some weeks ago upon one of the islands of Kurile, sank on the morning of July 18th. Every effort had been made to save the stranded vessel, and hope was sustained up to almost the last that she could be refloated. Captain Honda, Commander of the Naniwa sent the following wireless message to the Department of Navy:

"His Majesty's warship Naniwa sank on the morning of the 18th inst. at 11 o'clock, owing to the negligence of me, the disloyal subject of the Emperor."

Most of the arms and heavy goods were removed from the vessel before she sank, the officers and crew being taken off by the Steamer Kwanto Maru which had been sent to the rescue.

The Naniwa was a second class cruiser of steel 3500 feet in length, 45 1/2 feet beam, 2500 horse power and 18 knots' speed. She was equipped with 8 six-inch guns and 4 torpedo tubes. It is now certain that she cannot be refloated, as that has been made impossible by the depth of the water and the condition of the vessel at the time of sinking.

It is evident that Captain Honda is very keenly affected by the loss of the vessel and the authorities will be slow in attaching blame to him. His telegram of condolence to Commander Honda, and the Navy Department is in receipt of a message of sympathy from Sir Claude MacDonald, British Ambassador.

An investigation committee was appointed by the Yokosuka Naval Station to enquire into the cause of the stranding of the vessel and the management of the crew after the stranding took place. The sympathies of the public are extended to Captain Honda as he has an honorable history and so has the vessel over which he was commander.

Japanese Forced to Pay High Charter.

VANCOUVER, B. C., July 27.—According to advices from Japan there is the greatest kind of activity in Japanese shipping. Compared with last year the number of vessels under charter is found to have almost doubled, with the supply of vessels to handle tonnage inadequate to the demand.

The vessels most recently chartered have been taken up for terms of six months or a year, and represent a total capacity of 48,000 tons. There is still a demand for vessels and the chartering rates have advanced. The Mitsui Maru has been chartered for \$5000 a month, the Shinsei Maru for \$5500 a month, the Shinyo Maru for \$6000 a month, and the Hokubu Maru for \$6000 a month. It is said the profits obtained by the owners are unusually large.

The reason that the companies do not buy vessels instead of engaging them at such high rates is that there are none for sale. The present rates of freight compared with five years ago show an increase of 80 per cent. for coal carrying, and between 30 and 50 per cent. for carrying cereals and other goods.

Many new vessels have been constructed in all parts of the world as the result of the high rates and the demand for tonnage. From January of this year to March 31 it is estimated that 545 vessels have been built which total 1,175,500 tons. Compared with the ships launched in the corresponding period last year, the number put in the water during the first three months of 1912 increased 20 per cent.

Hana Wharf Extension Complete.

The extension to Hana, Maui, wharf has been completed and a force of workmen employed on the contract for many months past returned to Honolulu in the steamer Claudine.

The extension to the wharf is said will permit of a far more expeditious handling of cargoes from island steam-

ers as well as the big shipments of freight from the mainland coming down to the Maui port from San Francisco in windjammers.

Superintendent Morse, and several divers who have been employed at the Hana wharf have reported to the public works department for further duty.

Sierra Leaving With Fair Cargo.

The Oceanic Steamship Sierra is to sail for San Francisco at noon Saturday with a fair-sized cargo made up of the principal products of Hawaii. The vessel is being loaded with 18,000 sacks sugar, 20,000 cases of preserved pineapples, 5000 bunches bananas, and a quantity of sundries including honey, rice, coffee and hides. The Sierra is destined to carry a large list of cabin passengers, at least one hundred names now being on file at the office of C. Brewer & Company.

American-Hawaiian Movements.

Three American-Hawaiian freighters have been placed on the berth to sail from Puget Sound for the Hawaiian Islands, on regular schedules calling for the departure of the Mexican from Seattle on August 21, followed by the Columbian on September 1 and the Alaskan on September 12. These vessels are to bring cargo from the East Coast of the United States transhipped at Tehuantepec to the freighters in the Pacific triangular service.

The Mexican, the first vessel to arrive here, should reach port on or about August 30.

Bark Rithet May Bring Elopers.

The staunch bark R. P. Rithet, which sailed from San Francisco for Honolulu on Tuesday, is said to have left with two passengers who had but a few days before figured in an elopement. F. B. Jansen, Jr., the 18-year-old son of F. Bromley Jansen Sr., a wealthy member of a firm of expert accountants of that city, and his bride of three days, who was Miss Genevieve Delano Marsh, have embarked upon the bark for Honolulu, to escape from the wrath of the elder Jansen.

Rebates May Be Abolished.

TACOMA, Wash., Aug. 4.—News was brought by the British steamship Teucer from the Orient that the Japanese steamship line which had been threatening to abolish the rebate on tea freights placed a new tariff in effect July 10, under which the rate on tea will be \$5.50 per ton and the rebate system will no longer be in effect. This is said to mean that the Japanese lines operating to this Coast from the Orient have broken with the transpacific conference.

Likeliest Hastes Back to Kaula.

The inter-island steamer Likeliest is to be given quick dispatch for Kaula ports, the vessel having been placed on the berth to sail for the Garden Island at 5 o'clock this evening. The Likeliest returned from the neighboring island yesterday with 5500 sacks. According to a report brought by the purser, 8000 sacks of sugar are awaiting shipment at Abukini. The Likeliest in sailing for Garden Island ports this evening will call at Kilauea and Hanalei.

Two Windjammers Fixed For Hawaii.

The British ship Juteopolis and the British bark Endora have been fixed to bring shipments of fertilizer material for the Hawaiian Islands.

The Juteopolis is a fixture to depart from Hamburg with a general cargo.

The bark Endora, arriving at Mejlones on June 12th is to take on a shipment of nitrates destined for the fertilizer companies of Honolulu.

Lurline Due Next Wednesday.

The Matson Navigation steamer Lurline, leaving San Francisco shortly after 1 o'clock yesterday afternoon, is bringing a large general cargo to the Islands, according to a cable received at the agency of Castle & Cooke. The Lurline is reported to have sailed with 4627 tons merchandise for discharge at Honolulu and 500 tons for Kahului.

Helene Back From Big Island Ports.

Today's arrivals included the inter-island steamer Helene, with 12,035 sacks of sugar and 76 head cattle from Parker Ranch. The officers report northeast winds and smooth seas with cloudy weather. The Helene called at Papaaloa and cleaned up all the sugar stored at the plantation warehouse.

Stackable to Sell Uncle Sam's Belongings.

Collector Stackable is to dispose of a quantity of old junk, including a row boat, an antiquated couch and a platform scale to the highest bidder. The property is to be disposed of at public auction.

Waiote to Carry Hawaii Freight.

The inter-island steamer Waiote is to be dispatched for Honokaa and Kihuihale tomorrow afternoon, the vessel taking a large shipment of general merchandise and plantation supplies for the Big Island.

### TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Aug. 19	10:13	1:5	7:50	2:14	6:25	5:41
20	11:20	1:6	10:15	2:55	7:54	5:41
21	12:16	1:7	11:15	3:40	8:23	5:41
22	1:04	1:8	12:03	4:05	8:46	5:42
23	1:46	1:8	1:00	4:06	9:10	5:42
24	2:24	1:9	1:44	4:03	9:33	5:42
25	2:56	1:9	2:22	4:06	9:57	5:42

First quarter of the moon Aug. 19.

### WEATHER TODAY

Temperature—6 a. m., 74; 8 a. m., 79; 10 a. m., 81; 12 noon, 81. Minimum last night, 73.  
Wind—6 a. m., velocity 2, direction Northeast; 8 a. m., velocity 3, direction Northeast; 10 a. m., velocity 7, direction Northeast; 12 noon, velocity 12, direction Northeast. Movement past 24 hours, 139 miles.  
Barometer at 8 a. m., 29.98. Relative humidity, 8 a. m., 64. Dew-point at 8 a. m., 66. Absolute humidity, 8 a. m., 6.785. Rainfall, .03.

### VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Thursday, Aug. 22.  
SEATTLE—Sailed, Aug. 21, S. S. Mexican, for Honolulu.  
MANILA—Sailed, Aug. 15, U. S. A. T. Logan for Honolulu.

Hyades to Sail from Hilo Today.

The Matson Navigation steamer Hyades with a full shipment of sugar and 824 tons molasses taken on at Kahului is expected to sail from Hilo for San Francisco today. The Hyades has been gathering sugar at several island ports and while here discharged a large general cargo and a big shipment of lumber.

### ODDS AND ENDS AT THE PORT

The American schooner Expansion, which put into Honolulu from Tahiti in distress, has gone on the local marine railway for recaulking and repainting.

Sugar is going into the American-Hawaiian freighter Missouri at a rate that presages the departure of that vessel for Salina Cruz, by way of Island ports, this evening.

Taking a full cargo of supplies for regulation ports on the Garden Island, the steamer W. G. Hall is to be dispatched at 5 o'clock this evening. The Hall will carry a number of passengers and a consignment of mail.

At one hundred and twenty miles from the port, the Matson Navigation steamer Honolulu was reported through wireless at 8 o'clock last night. The Honolulu, en route to San Francisco, was meeting with moderate trade winds and seas, with all well on board.

Drunk Mouse Routs Tom-Cat.

NEW YORK, August 1.—Jimmy Trant of the U. S. Grant bar is authority for the most astounding story that has come out of the big hotel since first it opened. He vouches for the assertion that he saw a drunken mouse face a Maltese tomcat and bluff the feline "off the mat."

Trant's narrative states that he was in the cellar of the bar Saturday morning on a business errand when he saw a mouse approach a spot where a little drop from a faulty spigot was moistening the concrete floor. The boldness of the animal surprised him and he paused to await developments.

Turning his muzzle upmost the mouse held his mouth open until the gathering drop fell into it. It rolled its eyes in evident satisfaction, after which it executed a sort of turkey trot about the cellar floor, from which Trant inferred that it had already had several drinks. By this time another drop was about to fall, and the mouse did a grizzly bear step to the barrel, where it gathered in the falling liquor with every expression of self-congratulation.

This was the cue for the arrival of the huge tomcat which prowls through the cellar looking for rodent trespassers. With a growl the cat sprang forward, but the mouse, instead of retreating, reared himself on its hind legs and looked the tomcat straight in the eye.

The astonished Maltese stopped short, glared for a moment in astonishment, and then, in an apologetic manner, probably learned from some dog which he had unexpectedly clawed in the eye, dropped his tail and slunk out of the cellar.

The mouse watched the cat until it disappeared and then, rolling over on its side, fell into a drunken slumber.

### MEETING NOTICE.

The Eighth Precinct Republican Club, Fourth District, will meet Friday, August 23, 1912, at San Antonio Hall, Vineyard street, at 7:30 p. m., for the purpose of nominating delegates to the Territorial and County conventions, in accordance with the official call.

H. C. MOHR, Secretary.

## HARBOR WORK REVIEWED IN CHAMBER OF COMMERCE REPORT

### Committee on Transportation Reviews Labor Performed and Discusses Projected Wharf Improvements for Various Islands—Urges Further Federal Appropriations for Aid

At the annual meeting of the Chamber of Commerce yesterday afternoon, the committee on harbors, shipping and transportation, consisting of E. E. Paxton, chairman; E. D. Tenney and E. H. Wodehouse, submitted a statement reviewing the work done by the Federal Government in the improvement of harbors in this Territory, and also covering the status of wharf improvements by the Territorial Government pursuant to appropriations made by the last session of the Legislature. Following are the portions relating to Federal improvements, Honolulu Harbor and Hilo Harbor, space not permitting the printing of more of the report this issue.

To the President and Trustees of the Honolulu Chamber of Commerce, Honolulu.

Gentlemen: In compliance with your request the undersigned Committee submits herewith a brief statement reviewing the work done by the Federal Government in the improvement of harbors in this Territory, and also covering the status of wharf improvements by the Territorial Government pursuant to appropriations made by the last session of the Legislature.

Federal Improvements—One of the most important results of annexation has been the extensive harbor improvements in the Territory undertaken by the National Government. When the Islands were taken over all of the landings were mere open roads, except Honolulu, with very little natural protection even in regular trade wind weather. The entrance to Honolulu Harbor was narrow and tortuous and the harbor itself was entirely inadequate for the then existing traffic, which has since been more than doubled.

The War Department of the United States, realizing that adequate harbor and transportation facilities are absolutely necessary for the development of the natural resources of the Territory, proceeded on the theory that at least one good, safe harbor should be provided on each of the four larger islands of this group. The results are that Honolulu Harbor has been much enlarged and deepened; extensive improvements are under way at Kahului, on the island of Maui, and Hilo, on the island of Hawaii.

For the remaining large island, Kauai, preliminary surveys have been made of several points deemed worthy of possible improvement, culminating in the recommendation of the District Engineer for the improvement of Nawiliwili Bay at an estimated cost of \$1,085,000. Said recommendation was submitted at the present session of Congress, but so far no action has been taken in the matter.

In addition to the work undertaken by the Department of War the Navy Department has just completed the enormous task of dredging a portion of Pearl Harbor, and is now engaged in the construction of a large dry dock, machine shops and other works necessary for the creation of a great naval base.

We will now review, serialim, Federal improvements at Honolulu, Hilo, Kahului and Pearl Harbor.

Honolulu Harbor—Work on Honolulu Harbor was begun by the Federal Government under appropriation by the River and Harbor Act of 1905. At that time the entrance channel had a minimum width of 200 feet, and a depth of about 35 feet at mean low water. The harbor proper had a general width of 300 feet. Immediately along the wharves for about 200 feet the water had a depth of 30 to 32 feet, but elsewhere there was only about 27 feet of water.

The existing project was subsequently adopted by the River and Harbor Act of March 2d, 1907.

It provides:

(a) For an entrance channel 400 feet wide and 35 feet deep.  
(b) For cutting off Lighthouse Point.  
(c) For enlarging the harbor

proper to a general width of 1,200 feet, at a depth of 35 feet at mean low water.

The total estimated cost of the project is \$1,628,864.60. Total appropriations made to date 975,000.00.

Balance required to complete \$ 653,864.60.

Cubic yardage in project 2,791,000.

Yardage now excavated 2,062,086.

Balance to be excavated 728,914.

The work of excavation has been performed under contracts by the Hawaiian Dredging Company, the San Francisco Bridge Company, and the Standard American Dredging Company.

Practically all the money appropriated has been expended, and a little over two-thirds of the total yardage has been removed.

The accompanying map from the United States Engineers' office shows the status of the work as of July 1st, 1911. The entrance channel has been widened to a general width of 400 feet, and was dredged to a depth of 35 feet, which, however, subsequently shoaled to 33 feet. The channel is now being dredged to its former depth.

The Lighthouse Point has been removed and the larger portion of the dredging on the northwest side of the harbor has been accomplished.

The total area of Honolulu Harbor inside the harbor limits is 184.4 acres. At the present time its dimensions are 3,000 feet by 600 feet, having a depth of 35 feet and over, and 3,000 by 850 feet having a depth of 20 feet and over at mean lower low tides. The normal tide variation is about 2 1/2 feet.

In connection with the dredging a great deal has been done in the way of reclaiming Quarantine Island and land adjacent thereto, a large portion of the dredgings having been deposited thereon.

Any further appropriations will be devoted to widening the harbor in accordance with the existing project so as to provide more maneuvering space, and to render available additional harbor frontage on which wharves may be built.

Commerce—In 1905 when the improvements were begun the total tonnage was 665,000, valued at \$41,859,000. In 1911 the tonnage amounted to 1,168,709, valued at \$71,405,669, including inter-island traffic.

Hilo Harbor—The project for the improvement of Hilo Harbor, adopted by Congress March 2d, 1907, consists of a rubble mound breakwater 10,170 feet long, on what is known as "Blonde Reef," beginning at a point on the shore about 1 1/4 miles east of Cocoanut Island. The estimated cost of the total project is \$1,700,000.

There has already been appropriated and authorized on continuing contracts the aggregate sum of \$1,100,000. Of this amount approximately \$600,000 has been expended. The completed structure is now 2,528 feet in length, and was built by D. E. Metzger, contractor, for the sum of \$400,000. In addition thereto 2,436 feet of sub-structure has been constructed in advance of the completed portion by the Lord-Young Engineering Company, at a cost of \$200,000.

The contract covering the remaining \$500,000 appropriated has been awarded to the Breakwater Company of Philadelphia, and the work of completing the breakwater on the sub-structure already laid will proceed rapidly, so that within a year there should be nearly a mile of completed breakwater.

As will be seen by the accompanying map the completion of this breakwater will form a double harbor at Hilo—first, what is known as "Kihio Bay," and second, Hilo Bay proper, lying north of Cocoanut Island.

Kihio Bay contains an area of

## GASOLINE SHIP IN LONG VOYAGE

LONDON.—The motor ship Selandia, the first mechanically propelled passenger and cargo vessel to be independent of steam power, has just completed her first round voyage to the Far East, says the Evening Standard.

When she drew to her moorings in the West India export dock her log showed the completion, in round figures, of 21,500 miles. In spite of the fact that vessel embodies many new principles and was strange to her engineers, only one slight adjustment of the exhaust valves, involving fifteen minutes' rest for the engines, was found necessary during the entire trip. In all matters of fuel consumption, ease of maneuver, and general behavior the vessel far exceeded expectations.

East of the Suez Canal the Selandia occasioned great excitement among the natives. The mystery surrounding the absence of funnels and sails resulted in her gaining the name of the "Devil Ship," and as such she was heralded from Singapore to Bangkok. Great incredulity existed as to the nature of the vessel at first, even among the naval officials of one important Eastern country, but this was dispelled after a day's cruise upon the vessel.

The success of the voyage has led the owner, the Danish East Asiatic Society, to order three other motor ships of greater tonnage. A sister ship recently completed was sold a few days ago to one of the leading German steamship companies.

Very few alterations in design are suggested by the experience of the engineers on the maiden trip. The principal of these relate to the heat radiated from the exhaust, which affected the temperature of the engine room. The trouble has been corrected on the Selandia by the installation of supplementary fans and ventilators, and will be avoided in future boats by the natural cooling of the exhaust chambers above decks.

The fuel consumption fell considerably below that estimated by the builders.

about 3,000 feet by 600 feet, not less than 35 feet in depth, and is completely sheltered by the breakwater already constructed. This harbor is similar in outline to that of Honolulu, and is almost as large. Near the entrance, however, there is a small, submerged reef containing about 115,000 cubic yards of material which will have to be removed. An appropriation of \$76,000 for this purpose has been included in the present River and Harbor Bill, and will undoubtedly be authorized at the present session.

When this comparatively small amount is dredged there will be an open channel to sea 600 feet in width. Immediately in front of Kihio Bay is a large basin not less than 43 feet in depth, affording ample shelter and anchorage for vessels while not actually engaged in handling cargo.

The area of Hilo Bay proper that will be completely protected when the breakwater is finished is at present indeterminate, but in the opinion of the United States Engineers it will be not less than 1,500 acres, or several times the area of Honolulu Harbor.

Every foot of breakwater finished from now on will increase the protection of this portion of Hilo Harbor.

Commerce.—In tonnage handled in Hilo Harbor in 1908 when improvements were begun was 184,000, valued at \$16,000,000, and in 1911 this had increased to 308,331 valued at \$17,404,861, including inter-island traffic.

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## COYNE'S

Red Tag Furniture Sale  
Is Still On

## HARBOR BOARD FINDS OPPOSITION TO WHARF PLANS

### Kohala Scoffs at Mahukona Project—Maui Is Not Enthusiastic

The Kohala Civic League composed of the business men of the district has addressed a strong set of resolutions to the Harbor Commission directed against the plans adopted for the Mahukona wharf. It is declared that if the wharf is constructed according to specifications the first big winter storm will toss it into the channel so blocking that watery thoroughfare, and that the building of the wharf according to the plans will be nothing but a waste of public money.

The plans call for a seawall of loose stone and a macadam floor and the Kohala people have asked to have this changed to a seawall of concrete and a floor of concrete slabs.

Midge's Comment.

In commenting on the plans and the resolutions the Kohala Midge says:

"Now it's up to the Harbor Commission to own the corn and save the Territory thousands of good dollars, and no end of delayed traffic, by being big enough and sensible enough to own that a mistake has been made by some one, and by correcting it before it is everlastingly too late to repent. One more week's work on the contract, and sackcloth and ashes won't do any good."

"We understand that strong representations have already been made to Honolulu, through Mr. Wheeler, who saw the situation a week or two ago, and that the contractor held back on that part of the work, hoping to have word allowing him to use concrete; but instead he received a wireless to go ahead under specifications. We can't believe that the Harbor Commission understands the situation."

In speaking of the action of the Kohala people, Marston Campbell of the Board of Public Works and Harbor Commission said that the plans as adopted were the only ones available when the funds for the purpose were considered, and that there was not enough money on hand to build the wharf along the lines suggested by the Kohalas.

The Maui Chamber of Commerce is not enthusiastic over the proposed action of the Board of Harbor Commissioners in purchasing the Claudine wharf at Kahului, and intimates as much in a communication read at the commission's meeting yesterday from W. F. Pogue, member of the special committee appointed by the Maui Chamber of Commerce to consider the subject.

This committee asks for further information and suggests a personal conference before the action is taken. The committee suggests that the purchase be postponed for a year, that the Legislature be asked to repeal that item of \$100,000, in the loan fund appropriation, and invest an item of \$100,000 in a ship's wharf at Kihel instead.

It also suggests that an additional dock, costing \$8,000, be constructed at Kihel. In reply to Commissioner Wakefield's query as to why Maui wanted a \$100,000 wharf at Kihel, Chairman Campbell remarked that the Kahului Railroad Company is connected with virtually everything on Maui, the management of that line probably could explain the Chamber of Commerce's anxiety to have a big wharf at Kihel, while the railroad company still retains control of the Claudine wharf at Kahului.

The Maui people will be asked to prepare all necessary data on the subject, and a personal conference will be held when the harbor commission takes its faint over to Maui in the near future.

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